UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

ENFORCEMENT CONFIDENTIAL

SUBJECT: Metro Container File Review of BP Oil Company File — September 1, 2010

FROM: J. Martin Banks, CI

TO: Rob Sanchez

On May 11, 1988, BP Oil Company ("BP") responded to a Section 104(e) letter, dated April 12, 1988. BP acknowledged sending empty drums to Metro Container ("the Site"), containing the following residues: oil and lubricating oil additives (referred to as "chemical" in the attached documentation. Exhibit 1 is a list of oils and lubricating oil additives [1] included in the "Compounding and Packaging ("C&P") Plant inventory. The empty drums sent to the Site may have contained some of these materials, when full, although not all of these materials may have been involved. The listing was not all inclusive. There may have been other compounds contained in these drums before they were emptied that are not listed.

BP also sent empty scrap and reject drums to the Site. The drums were empty, containing only residues. BP was not able to make an accurate estimate of the amount of residual oil and chemicals shipped to the Site in "empty drums". BP shipped approximately 18,700 "empty, unwashed 55 gallon drums" to the Site from August 1984 to January 1988. No records were in BP's possession pertaining to the period prior to 1984. Since 1984, BP sent "empty, unwashed 55 gallon drums" to the Site on almost a monthly basis. Copies of documents maintained by BP of transactions with the Site were enclosed with the response. These documents were authored by Metro Container ("Metro").

Material Safety Data Sheets ("MSDS") were enclosed. An example of one that appears on Exhibit 1, the C&P inventory is Vanellus C-Extra 10W/30 and 15W/40 Motor Oil.[2] This product is a solvent refined paraffinic base oil blend which constituted 75% of the motor oil. The remaining 25% of the motor oil is made up of the following additives: ethylene propylene copolymer viscosity index improver, alkylated naphthalene pour depressant (naphthalene is a CERCLA hazardous substance), methacrylate copolymer flow improver and detergent/dispersant/antioxidant package containing calcium petroleum sulfonate, magnesium petroleum phenate, alkyl zinc dithiophosphate, and N-substituted alkenyl succiniminde. The blended oil contained 0.25% zinc (CERCLA hazardous substance), 0.25% phosphorus (CERCLA hazardous substance), 0.6% sulfur, 0.4% calcium, 0/1% magnesium and 0.1$ nitrogen.

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[1] Oil additives and fluid additives are chemical substances that are added to oils and industrial fluids to impart or improve certain properties. They are used with lubricants, coolants, thermal oils, greases, and metal working fluids.

[2] Items with the same "blind code" share a common MSDS.

Other items noted in the file include an invoice #329933 which showed "dirty" lube drums, "dirty" chemical drums and "dirty" scrap drums being sent to the Site. Also there is mention of raw material drums being sent to the Site as well as BP customer returns. In summation, chemical drums, containing residues of lubricating oil additives some of which contained CERCLA hazardous substances, were sent to the Site from BP.[3]

Some other materials with CERCLA hazardous substances that appear in Exhibit 1, the C&P inventory include as follows: jet printer ink (volatile organics), stoddard solvent (volatile organics), antifreeze (freon), lighter fluid (aliphatic hydrocarbons/ benzene). It is unknown if the chemical drums that were sent to Metro contained any of these since they are not additives.

Other additive ingredients taken from MSDS that are also in Exhibit 1 and are CERCLA hazardous are chlorine (0.5%) in Sulkleer 163A, 19E , 177X and polynuclear aromatic hydrocarbons (PAHs) 15% in Energol QA-20, a fast quenching oil and metal heat treating oil.

[3] These additives were not combined with oil when sent to the Site.